

# THE IRON AGE EMERGENCY MARKET BULLETIN

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## OUTPUT STILL GAINING

Unaffected As Yet by Coal Strike—Pig Iron Active and Higher—Rail Inquiries for 1920—Lower

### Freights on Exports

Iron and steel production is as yet unaffected by the coal strike, as stocks of coal have been accumulated in all districts, many producers having from three to six weeks' supply. The Steel Corporation's coking coal is almost entirely from non-union mines. The independent steel companies get coal from both union and non-union mines, but most of them could go on for weeks without serious curtailment for lack of fuel. Merchant blast furnaces generally would feel the fuel shortage sooner than those of steel companies, but are not in immediate danger of a shutdown.

The week opens with further returns of workers to the steel plants and there is no indication that the tide which has set so strongly against the steel strikers can be turned by the coal strike. In a number of districts, in fact, a gradual resumption at the coal mines is now expected.

Pig iron production figures for October bear out the estimates made by this journal during the month, of the extent of the shut-downs in the various districts. The total output for the country was 1,863,558 tons, or 60,115 tons a day, against 2,487,965 tons in September, or 82,932 tons a day, the falling off being about 25 per cent. Three weeks of September were free from the strike.

The blast furnaces of steel companies had an average output of 41,796 tons a day in October against 60,954 tons a day in September, a decrease of about 31 per cent.

The improvement in blast furnace operations has been marked in the past two weeks. For the month the net gain was 51 furnaces, 213 being in blast on Nov. 1 against 162 on Oct. 1.

The Pittsburgh district, which contributed 31 per cent of the October output, makes the surprising showing of 887 tons more than in September. The Schuylkill, Lower Susquehanna and Lebanon Valleys increased their production one-third, Alabama 6 per cent, and the Lehigh Valley 17 per cent over September. The Wheeling district was hard hit, only 9 per cent as much iron being made in October as in September. There was sharp curtailment in western Pennsylvania, nearly one-half from September; in the Mahoning Valley 84 per cent less; in Chicago 55 per cent, and in New York State 26 per cent less.

Some pig iron producers have withdrawn quotations in view of the uncertainty of fuel prices and supply. A large volume of pig iron business is offered for 1920, but while the market continues active the amount of business put through is only a fraction of that offered. The sales closed have been at advancing prices, and the market is still being scoured for prompt iron, indicating that foundries are operating on a large scale.

Lake Superior iron ore shipments in October were 6,201,883 tons, making a total of 43,978,414 tons to Nov. 1, or 13,000,000 tons less than for the same period in 1918.

October export sales have probably equaled the best months of the year, but shipments were only one-fourth as much. Labor troubles here appear to have given only a temporary check to demand and there was a large volume of definite requests which exporters could not consider.

With more vessels offering there has been a decline in ocean freights that helps to offset the adverse exchange situation on exports to England. On finished steel as low as \$8 to British port can now be done. Skelp is still in demand from England, and domestic mills expect to do further business with Great Britain in billets, sheet bars and plates. In spite of reports to the contrary, there is no agreement between American and British producers as to export markets or prices on any forms of iron and steel products.

A British shipbuilder has asked a 10-day option on 8,000 to 10,000 tons of structural steel.

For a new sheet mill at Gary, the Aetna Iron & Steel Co. is inquiring for 1500 tons of fabricated steel. About 22,000 tons have been placed in this country for the Tata Iron & Steel Co. In main material, a Pacific Coast shipbuilder wants 80,000 tons. Steel for prompt shipment have sold for 3 1/4 c. as well as 3 c. against nominal quotation of 2.35 c., Pittsburgh, by the leading mills which cannot make new commitments inside of several months.

Western railroads are negotiating for 150,000 tons of rails but no contracts are expected until the disposition of the roads is settled. The Pennsylvania Railroad has inquired for 200,000 tons of open-hearth rails for 1920, the purchase being contingent on the return of the railroads to their owners. Apparently the mills are not ready to quote with this condition. The Pennsylvania, however, has placed 10,000 tons of rails for early delivery with an eastern mill.

Pittsburgh mills rolling iron bars have advanced prices \$5 a ton, as was done in the East last week, and are now on the basis of 35 c., Pittsburgh.

One producer of iron pipe has made an advance of \$8 per ton butt-weld and \$6 per ton on lap weld pipe, but is not taking any business, being sold ahead for several months.

Latest reports from Germany tell of advances in pig iron of 75 marks and foundry iron to 652 marks. Semi-finished steel is advanced to 830 marks from 600; structural steel to 865 marks, heavy plates to 1185 marks, bars to 995 marks, wire to 1200 marks and other products in proportion. Rail freights have gone 50 per cent, coal 10.50 marks and coke 15.75. Even at the above advances steel products were lower in unoccupied than in the occupied districts.

Due to the depreciation of the mark, Dutch firms as well as those representing the United States, South America and Mexico have been eager buyers of hand tools, screws, cutlery and other hardware products in western Germany, recent business in these being very heavy.

## A Comparison of Prices

Advances Over the Previous Week in Heavy Type, Declines in Italic  
At date, one week, one month, and one year previous  
For early delivery

### Pig Iron,

	Nov. 4, 1919	Oct. 28, 1919	Oct. 7, 1919	Nov. 5, 1918
Per Gross Ton:				
No. 2 X, Philadelphia	\$33.10	\$33.10	\$31.10	\$39.15
No. 2, Valley furnace	30.00	28.75	28.75	34.00
No. 2 Southern, Cin'ti	32.60	31.60	31.60	37.60
No. 2, Birmingham, Ala.	29.00	28.00	28.00	34.00
No. 2, furnace, Chicago*	28.75	28.75	26.75	34.00
Basic, del'd eastern Pa.	28.00	28.00	28.00	36.90
Basic, Valley furnace	25.75	25.75	25.75	33.00
Bessemer, Pittsburgh	29.35	29.35	29.35	36.60
Malleable, Ch'go*	29.25	29.25	27.25	34.50
Malleable Valley	29.25	27.25	27.25	34.50
Gray forge, Pittsburgh	28.15	27.15	27.15	34.40
L. S. charcoal, Chicago	35.50	32.75	32.75	38.85

### Rails, Billets, etc.,

Per Gross Ton:				
Bess. rails, heavy, at mill	45.00	45.00	45.00	55.00
O.-h. rails, heavy, at mill	47.00	47.00	47.00	57.00
Bess. billets, Pittsburgh	38.50	38.50	38.50	47.50
O.-h. billets, Pittsburgh	38.50	38.50	38.50	47.50
O.-h. sheet bars, P'gh.	42.00	42.00	42.00	51.00
Forging billets, base, P'gh.	51.00	51.00	51.00	60.00
O.-h. billets, Phila.	47.50	47.50	42.50	51.50
Wire rods, Pittsburgh	53.00	52.00	52.00	57.00

### Finished Iron and Steel,

Per Lb. to Large Buyers:	Cents	Cents	Cents	Cents
Iron bars, Philadelphia	2.995	2.995	2.745	3.745
Iron bars, Pittsburgh	3.00	2.75	2.75	3.50
Iron bars, Chicago	2.72	2.72	2.62	3.50
Steel bars, Pittsburgh	2.50	2.50	2.35	2.90
Steel bars, New York	2.77	2.77	2.62	3.17
Tank plates, Pittsburgh	2.65	2.65	2.50	3.25
Tank plates, New York	2.92	2.92	2.77	3.52
Beams, etc., Pittsburgh	2.45	2.45	2.45	3.00
Beams, etc., New York	2.72	2.72	2.72	3.27
Skelp, grooved steel, P'gh	2.45	2.45	2.45	2.90
Skelp, sheared steel, P'gh	2.65	2.65	2.65	3.25
Steel hoops, Pittsburgh	3.05	3.05	3.05	3.50

### Sheets, Nails and Wire,

Per Lb. to Large Buyers:	Cents	Cents	Cents	Cents
Sheets, black, No. 28, P'gh	4.35	4.35	4.35	5.00
Sheets, galv., No. 28, P'gh	5.70	5.70	5.70	6.25
Wire nails, Pittsburgh	3.50	3.50	3.25	3.50
Fence wire, base, P'gh.	3.85	3.85	3.00	3.25
Barb wire, galv., P'gh.	4.25	4.25	4.10	4.35

### Old Material,

Per Gross Ton:				
Carwheels, Chicago	\$25.50	\$25.50	\$24.00	\$29.00
Carwheels, Philadelphia	25.00	24.50	24.50	29.00
Heavy steel scrap, P'gh.	21.00	19.00	19.00	29.00
Heavy steel scrap, Phila.	20.00	20.00	19.00	29.00
Heavy steel scrap, Ch'go	18.00	18.00	18.50	29.00
No. 1 cast, Pittsburgh	26.00	24.00	23.50	29.00
No. 1 cast, Philadelphia	26.00	26.00	25.00	29.00
No. 1 cast, Ch'go (net ton)	25.50	25.50	23.50	29.86
No. 1 RR. wrot, Phila.	27.50	27.50	27.00	34.00
No. 1 RR. wrot, Ch'go (net)	19.50	19.50	19.00	29.86

### Coke, Connellsville,

Per Net Ton at Oven:				
Furnace coke, prompt	\$5.50	\$5.50	\$4.00	\$6.00
Furnace coke, future	6.00	6.00	4.75	6.00
Foundry coke prompt	7.00	7.00	6.00	7.00
Foundry coke, future	6.50	6.50	5.75	7.00

### Metals,

Per Lb. to Large Buyers:	Cents	Cents	Cents	Cents
Lake copper, New York	21.75	22.25	21.50	26.00
Electrolytic copper, N. Y.	21.25	21.75	21.25	26.00
Spelter, St. Louis	7.55	7.75	7.37 1/2	8.60
Spelter, New York	7.90	8.10	7.72 1/2	8.95
Lead, St. Louis	6.50	6.50	5.95	7.75
Lead, New York	6.75	6.75	6.20	8.05
Tin, New York	56.00	56.75	55.25	75.00
Antimony (Asiatic), N. Y.	8.75	8.75	8.50	10.50
Tin plate, 100-lb. box, P'gh.	\$7.00	\$7.00	\$7.00	\$7.75

\* The average switching charge for delivery to foundries in the Chicago district is 50c. per ton.

†Silicon, 1.75 to 2.25. ‡Silicon, 2.25 to 2.75.

## GERMAN PRICES ADVANCED

Foundry Pig Iron Up 135 Marks—Large Sales of Tools, Screws and Cutlery For Export

BERLIN, GERMANY, Oct. 10.—This week there has been a general price advance throughout the iron trade. The Pig Iron Association met two days ago and marked up hematite by 132 marks to 735 marks; foundry No. 1 and foundry No. 3 by 135 marks to 652 marks; Luxemburg foundry by 151 marks to 603 marks; siegerland steel-making iron by 112 marks to 577 marks, and spiegeleisen by 151 marks to 623 marks. A general advance has been made also in steel products, ingots going up 250 marks. The new semi-finished steel price is 830 marks; structural steel, 965 marks; heavy rails, 1020 marks; bars, 995 marks; heavy plates, 1185 marks; wire stock, 1200 marks.

Freight rates were raised 50 per cent this week. Coal went up 10.50 marks and coke 15.75 marks. The further depreciation of

German currency has caused a notable advance in foreign ore prices, and owing to the industry's great dependence on imported ore these higher prices have given rise to a pessimistic feeling as to the future.

However, the further depreciation of the mark has brought great numbers of foreign buyers into western Germany. These have been bidding up prices of certain finished products to unprecedented levels. The reports come particularly from the hardware and cutlery trades. Dutch agents have been buying great quantities of tools, screws and other products, bidding practically any price asked for machine screws. They willingly add 150 per cent to the home price, which has already been raised 400 per cent over the old list prices.

A report from Solingen, the center of the cutlery trade, says that orders are being taken in great amounts from the most remote markets. Buyers from the United States, as well as from Mexico and most of the South American states have already arrived and are giving large orders. It is mentioned that buyers from Latin America are unanimous in reporting that their purchases of cutlery during the war did not prove satisfactory; the people there find that they cannot do without German cutlery. Orders from India are also coming in through Dutch and Scandinavian houses. It is explained that although the prices of Solingen cutlery have been advanced 300 to 400 per cent, foreign buyers still find it cheap, the actual advance to them being only about 8 per cent over pre-war prices. Under these circumstances the Solingen industry is in such a heyday of prosperity as it has never known before. The only trouble for producers is that they have great difficulty in getting steel and coal; and the reduction of the work day to 8 hrs. has cut down the rate of production. The workmen, too, are agitating for further advances in wages.

## COAL MINERS' STRIKE

### Its Probable Effect on Iron and Steel Industries—Many Men Working

PITTSBURGH, Nov. 3.—Opinion is strong in the Pittsburgh steel trade that the coal miners' strike was partly brought about and largely influenced by the leaders of the steel strike, who hoped that shutting off coal supply and closing the mills might bolster up the steel strike which even the labor leaders now admit has been lost. Coal in stock at various steel plants in the Pittsburgh district is sufficient to last at some plants only 10 days to 2 weeks, and in others as long as four weeks.

The prevailing opinion here is that the coal miners have gone into this strike in a half-hearted way and after they have been idle for a few days they will be glad to go to work. The fact that the court has cut off strike benefits will be disheartening to the miners and will have the effect of causing them to return to work much sooner than if they were to get strike benefits. As yet no plants of importance in the Pittsburgh district have closed for lack of coal.

CHICAGO, Nov. 3.—An inventory of fuel stocks in this district indicates that steel production and foundry operation will not be affected by the coal strike for some time, while bar iron and rail-carbon bar rolling mills for supplies for three or four weeks work. The By-Product Coke Corporation has a five months' supply of coal at Milwaukee, a three months' supply at South Chicago, and about two months' at Joliet. Malleable foundries depending upon shipments of bituminous coal direct from the mines may experience difficulty in securing this material. Both the foremost steel interest and the leading independent have fuel on hand for two months. The Illinois Steel Co., uses Pocahontas coal mined in an unorganized field and expects to suffer no interruption in its receipts from that source. The coal strike is not expected to last long.

BERMINGHAM, ALA., Nov. 3.—Seventy-five per cent of Alabama miners were idle Monday. In a spiritless way, five convict lease mines and Debardeleben, Acmar, Margaret and Acron were in full operation. The Tennessee Company's large mine at Edgewater is doing well. The Woodward Iron Co. reports increases over Saturday at Dolomite and Woodward. Strikers lack enthusiasm because there is no assurance of support. It will be Wednesday before a test of strength of strike is ascertainable. Operators have invited strikers to remain in company houses and purchase necessities at company stores. Indications point to gradual return to work before the end of the week. Military force is on ground, but there is no disorder.

### PUDDLERS' WAGES UNCHANGED—WORKMEN RETURNING TO MILLS

PITTSBURGH, Nov. 3.—The puddling rate for November and December in mills that sign the Amalgamated Association scale will remain at \$12.38 per gross ton for puddling, the same rate that was in effect for September and October. The Youngstown Sheet & Tube Co. has started the third of its four blast furnaces at East Youngstown, Ohio.

Figures compiled by a bank at Youngstown and just published show that 15,540 unskilled workmen are at work in the mills in Youngstown out of possibly 35,000 employed under normal conditions. It is estimated that 5,000 more men returned to work last week and nearly as many more are expected to return to work this week.

### LARGE STOCKS AT CLEVELAND

CLEVELAND, Nov. 3.—Coal shipments in Cleveland were practically suspended Sunday. Steel plants and blast furnaces in this city and vicinity will not be seriously affected, as they have stocks in will last them from two to eight weeks. The American Steel & Wire Co. has a several weeks' supply, and the Cleveland Furnace Co. enough fuel to operate its by-product plant nearly two months. The McKinney Steel Co. has a two weeks' supply. The Upson Nut Co. has a large stock of coal and expects no curtailment in its coke supply, if cars are available. The Struthers Furnace Co. has a three months' supply of coke for its by-product plant.

### MANY MINERS WORKING

UNIONTOWN, PA., Nov. 3.—The Connellsville old basin coke region employing 40,000 coal miners and coke oven workers is entirely unaffected by the strike of the unionized bituminous coal miners. Rather than restrict production, the strike will serve to stimulate the coal output here. Many plants are going on a six day basis which for some time have been working five days. The railroad embargo, however, has suspended the shipment of by-product coal from the coke region. The Frick Coke Co. has available its river facilities for shipping coal to the Clairton by-product coke

plant. There is little talk of the strike in this district and operators who have made a careful canvass of the situation say that miners are satisfied with their wages and working conditions and will work steadily on, regardless of the union strike. In Washington County, all the miners are unionized and about 20,000 men are out. Among the mines suspended are the coal mines of the Vesta Coal Co., subsidiary of the Jones & Laughlin Steel Co.

### IRON BARS AND PIPE ADVANCED

PITTSBURGH, Nov. 3.—Pittsburgh mills rolling iron bars have advanced prices \$5.00 per ton or to the basis of 3c Pittsburgh for large lots.

A. M. Byers & Co., Pittsburgh, have lowered discounts on butt-weld wrought iron pipe four points and on lap-weld three points, this being equal to an advance of \$8.00 per ton on butt-weld and \$6.00 per ton on lap-weld. However, the company is sold up for some months at the old discounts and is not quoting on new business. Other Pittsburgh mills making iron pipe have not yet advanced prices, but are not quoting on new business. The Reading Iron Co., Reading, Pa., has not changed its discounts, but is accepting orders.

## BLOWING IN MANY FURNACES

### Pig Iron Output for October 25 Per Cent Less Than in September

Pig iron production in the month of October amounted to 1,863,558 gross tons or 60,115 tons a day as compared with 2,487,965 tons or \$82,932 tons a day in September, a decrease in output of about 25 per cent. Of the October total 1,295,680 tons or nearly 70 per cent, was from steel company blast furnaces. Ferroalloys produced to 20,238 gross tons. There was a net gain of 51 furnaces in the past month, 53 being blown in and only two blown out.

#### Pig Iron Production by Districts—Gross Tons

	Oct. (31 days)	Sept. (30 days)	Aug. (31 days)	July (31 days)
New York .....	95,897	149,300	193,983	174,989
New Jersey .....	5,340	4,893	5,575	8,531
Lehigh Valley .....	91,593	78,003	89,718	77,273
Schuylkill Valley .....	67,368	49,137	39,309	49,003
Lower Susquehanna and Lebanon Valleys .....	40,719	30,813	38,073	38,288
Pittsburgh district .....	579,439	578,552	651,546	547,883
Shenango Valley .....	132,595	139,548	154,202	119,290
Western Pennsylvania .....	66,928	130,121	132,815	95,193
Maryland, Virginia and Kentucky .....	59,943	54,662	39,844	34,520
Wheeling district .....	8,675	96,778	119,290	81,456
Mahoning Valley .....	37,805	233,241	324,004	333,702
Central and Northern Ohio .....	154,102	198,771	206,414	192,874
Southern Ohio .....	68,094	64,906	66,620	53,306
Chicago district .....	172,431	385,187	410,591	391,886
Mich., Minn., Mo., Wis., Colo. and Wash. ....	56,547	81,400	81,465	90,433
Alabama .....	213,298	200,602	178,752	151,192
Tennessee .....	12,784	12,051	9,217	7,640
Total .....	1,863,558	2,487,965	2,743,388	2,428,541

### WILL BUILD NEW STACK

The Steel & Tube Co. of America, Chicago, has decided to erect an additional merchant blast furnace of 600 tons capacity either at South Chicago or Indiana Harbor, Ind. Construction will commence at an early date, as it is hoped to have the stack in operation the latter part of next year.

### TO MAKE PIG IRON IN UTAH

A 350 ton blast furnace is to be erected at Midvale, Utah, by the Utah Iron & Steel Co., which has open-hearth furnaces and rolling mills at that point.

## IRON AND STEEL MARKETS

### PITTSBURGH

PITTSBURGH, Nov. 3.—None of the blast furnaces or steel plants in the Pittsburgh district is shut down, on account of the coal strike, and all can run for 10 days up to four weeks on the supply of coal now on hand. The demand for steel-making pig iron is not active, and prices ruling are those that have been in effect since March 21. However, prices on foundry and malleable are up \$3.00 to \$4.00 per ton, No. 2 foundry being firm at \$30.00, and malleable at \$29.25, both at Valley furnace. We note sales of 1,500 tons of basic for fairly prompt shipment at \$25.75, and 1,500 to 2,000 tons of Bessemer at \$27.95 Valley furnace.

Sheet bars are in active demand and very scarce, and work bring \$2.00 to \$3.00 per ton premium over the regular price of \$42.00, but none can be had, as all producers of sheet bars are short in supply to regular customers.

Inquiry for structural steel work is active, and a large amount of work is in sight. The hotel in Detroit, calling for 10,000 tons is still pending as is another in Cincinnati 7,000 tons. McClellan Marshall Co. has taken 1,300 tons for a new plant for West Virginia Products Co., Fairmont, W. Va., and the Jones & Laughlin Steel Co., 700 tons for an extension to the plant of the General Electric Co., Erie, Pa.

The American Sheet & Tin Plate Co. and independent sheet and tin plate mills are steadily increasing operations. Common iron bars have been advanced \$5.00 per ton, and are firm at 3c, Pittsburgh. Premiums over regular prices are being paid for wire and wire nails to some mills by new customers. Domestic sales of wire nails have been made at as high as \$4.00 per keg, at mill.

The demand for prompt furnace coke is active, but prices are no higher than last week. Standard grades of prompt furnace coke are selling at \$5.00 to \$5.60 per net ton at oven. The demand for scrap is more active, and three or four large consumers are in the market. Prices on heavy steel melting scrap are up fully \$1.00 per ton, and some other grades about the same.

### NEW YORK

NEW YORK, Nov. 3.—The scramble to buy pig iron, with but little respect as to where it comes from and what it contains, continues, with prices still advancing. Off-irons, which have been drugs in the market, are in sudden demand, as instanced by a lot of 1,000 tons off basic, containing 0.08 sulphur, which sold in New England at \$26.50 furnace plus \$5.50 freight. No inquiry for large



has appeared, consumers either realizing its futility, or else being sufficiently stocked. There is, however, active demand for small lots. Sellers are obtaining whatever price they ask and the market price is difficult to determine. Sales have been made as high as \$3.00, furnace, for silicon 2.25 to 2.75. The level of prices has risen by at least \$1 over a week ago. A Birmingham furnace today telegraphed agents to raise the base price from \$28.00 to \$30.00. A Virginia furnace recently sold 3.75 to 4.25 iron at \$38.00, furnace, the base price being \$32.00, furnace. A leading New York seller reports inquiries totaling 6,000 tons for domestic consumption, practically none of which he is able to fill. There is both heavy demand for and scarcity of high silicon iron.

The output of cast iron pipe is being determined by the number of moulds available, there being more orders than can be comfortably handled. The winter's rush of buying for spring delivery is expected soon. We quote 6-in. and heavier at \$58.30 New York; 4-in. \$61.30, with \$2.00 additional for Class A and gas pipe.

Scrap prices have made as much advance as they did a week ago, with particular price activity in machinery cast and clean cast borings. Heavy melting steel has also moved up 50 cents.

Mills which were hard hit by the steel strike are not yet booking heavily, as with three months' commitments it is felt that it would be too difficult to approximate delivery dates. An increasing supply of mill operatives is becoming available at the very time when an increase in mill activity is checked because of the uncertainties of the effect of the coal strike. Meanwhile, consumers are trying to buy for the first quarter, but so general has it become a sellers' market that such offers find few takers. In spite of the labor conditions, export demand continues heavy. The business taken for export in October probably exceeded 225,000 tons and could have been greater had mill shipments been possible. Shipments represent less than one-fourth of the volume of business taken. One car builder has bought a large tonnage of plates figuring back to about 2,500, Pittsburgh, but whether this is to cover an extensive car repair order or is for the 1000 cars for the Union Tank Line is not clear. Few new sizable structural projects have developed, but the following awards may be noted: Plymouth mills, Lawrence, Mass., 250 tons, to the American Bridge Co.; Wink Motor Car Co., Allentown, Pa., 168 tons, to the Lehigh Structural Steel Co.; International Boiler Works, Stroudsburg, Pa., 600 tons; Art Museum, Philadelphia, 875 tons; apartment house, Philadelphia, 400 tons, and an air coast station, New Dorp, N. Y., 650 tons, to Smith, Hauser & MacIsaac.

Demand for spiegelisen is active, particularly for export. Inquiries from foreign sources aggregate 5000 tons and 1000 tons have already been sold, besides about 2000 tons for domestic consumption at around \$35.00, furnace. British producers of ferromanganese have apparently all withdrawn from the market for this year and for the first quarter. There may be one producer who would sell for first quarter at \$105.00, seaboard, for 76 to 80 per cent alloy. Domestic ferromanganese, 78 to 82 per cent has been sold at \$115.00, freight allowed, which appears to be the American quotation. Ferrosilicon, 50 per cent, can be obtained anywhere from \$75.00 to \$100.00, delivered, depending upon the seller, quantity and the delivery. Quotations for ferrotungsten are difficult to obtain in the absence of any real test of the market, but appear to be around \$1.00 to \$1.25 per lb. of contained tungsten. Ferrochrome, 60 to 70 per cent, carload lots, is quoted at 25c per lb. of contained chromium, the carbon ranging from 4 to 8 per cent. Ferrovanadium is quoted at \$3.50 to \$6.00 per lb. of contained vanadium in wholesale lots for early delivery. Ferrocobalt, 15 to 18 per cent, is selling at \$200.00 per net ton in carload lots, at \$220.00 per ton in lots between one ton and a carload, and at \$250.00 per ton in lots less than a ton, f.o.b. Suspension Bridge, N. Y.

#### PHILADELPHIA

PHILADELPHIA, Nov. 4.—Most of the Eastern Pennsylvania furnaces have either withdrawn from the market or are restricting sales for this year to preferred customers. Books have not been opened for next year and probably will not be until the coal strike is settled, as new furnaces have contracted for their fuel supply for next year. The tone of the iron market is firm and prices continue to show an advancing tendency. A Virginia furnace has put into effect a raise of \$1.00 a ton. Eastern Pennsylvania furnaces are quoting \$32.00 and \$33.00, furnace, for No. 2 X, and \$30.00 and \$31.00, furnace, for No. 2 plain. Last reported sales of basic were made at \$28.00 and \$28.50, delivered, but these prices could not be duplicated. An inquiry for several thousand tons from a wire rope manufacturer for first quarter is before the trade and sellers say they will quote \$30.00 or \$31.00, furnace. A sale of 1,500 tons of gray forge was made at \$31.50, delivered. A Trenton, N. J., company wants 5,000 tons of foundry for first quarter. An Eastern consumer is in the market for 750 tons of malleable. Sales of copper free low phosphorus have been made at \$38.00, furnace.

The Pennsylvania Railroad has inquired for 200,000 tons of 100 and 130 lb. open-hearth rails for delivery in 1920, but makers have declined to quote owing to uncertainty as to what costs will be next year. The inquiry prescribed as a condition that the orders, if placed, be cancellable if the railroads are not returned to their owners Jan. 1. The McClintic-Marshall Co. has been awarded the order for 20,000 tons of fabricated steel for buildings to be built by the Tata Iron & Steel Co. in India. An English shipbuilder has asked for a 10-day option on 8,000 to 10,000 tons of ship shapes. Deliveries to run into next year. The plate market is firm and demand continues exceptionally good. The American Car & Foundry Co. is inquiring for 8,000 tons of plates and 7,000 tons of shapes and bars for car work. An Eastern plate manufacturer has sold small tonnages for delivery in first quarter at 2.75c, Pittsburgh. It is reported that German locomotive builders are bidding on 400 locomotives for Belgian railroads, and the business may go to Germany. It is expected that the order would be divided between the Baldwin Locomotive Works and the American Locomotive Co.

Semi-finished steel is strong and Eastern companies have been able to obtain without difficulty the \$5.00 advance on billets which recently went into effect. An Eastern plate mill has bought 2,500 tons of slabs at several dollars over the price recently in effect.

The advance on bar iron to 2.75c, Pittsburgh, is now general. An advance of 40c per 100 lb. on nuts has also gone into effect. Bolts are in good demand. The Hog Island shipyard has bought 2350 kegs of heat-treated bolts and wants 500 kegs of commercial quality bolts.

British makers of ferromanganese have withdrawn from the American market. Domestic makers have made small sales at \$110.00, delivered. The Griffin Wheel Co. is in the market for 2,000 tons of spiegelisen for first half.

Scarcity and high prices of pig iron have created a good demand for scrap and prices are advancing. The Lukens Steel Co. has bought about 20,000 tons of heaving melting steel at \$20.00, delivered. An Eastern consumer is offering \$25.00, delivered for car wheels. Other prices are higher on increased activity.

#### CHICAGO

Chicago will take bids on 1,000 tons of cast iron pipe on November 10 and Witt, Ill., will receive figures on 615 tons November 19. The demand for nuts and bolts and wire products, particularly nails, continues far in excess of the supply, but prices in this district have not generally advanced.

Northern pig iron has again advanced \$1.25 a ton and charcoal iron has gone up to \$35 furnace, with little iron of either class available until first quarter. Silvery, 7 per cent, has gone up to \$43.25 furnace or \$47.05 Chicago. The lowest quotation on Southern foundry is now \$30 base for the remainder of this year and first quarter. One Southern seller has disposed of 25,000 tons in this territory within the past 10 days, one fifth of which was for 1919 delivery. Valley iron continues to move West, at steadily increasing prices, a few late transactions being on the basis of \$31 to \$32 for 1.75 to 2.25 silicon.

#### BOSTON

BOSTON, Nov. 3.—Outstanding features of the pig iron market are the strength of prices and the increase in sales by merchants who, on account of the strike, have been compelled to buy from furnaces whose iron they do not usually sell. Little iron of silicon 1.75 to 2.25 has been sold, but several thousands tons of 2.25 to 2.75 and 2.75 to 3.25 silicon, mostly the latter, have changed hands, and 1000 tons with silicon up to 5 have been taken. The bulk of the iron sold since last report was from Buffalo, for spot and nearby delivery. The demand for such iron has been sufficient to warrant almost record-breaking sales under normal supply conditions. The Sullivan Machinery Co., Claremont, N. H., the Chapman Valve Mfg. Co., Indian Orchard, Mass., the Framingham Foundry Co., Framingham, Mass., and New England textile interests have figured prominently in the buying. Buffalo, silicon 2.25 to 2.75, spot and nearby shipment, has sold at \$32.50 and \$34 furnace. One dealer is offering the same kind of iron for 1920 delivery at \$34 furnace. Buffalo, silicon 2.75 to 3.25, has sold at \$35 furnace, or \$38.90 delivered. Iron running high in silicon has sold at \$39 furnace. The last sales made here of Virginia, silicon 1.75 to 2.25, were at \$30 furnace, of silicon 2.25 to 2.75 at \$31.75, and of silicon 2.75 to 3.25 at \$33, for spot and within 30 days delivery. No sales have been made for four or five days, pending coal strike developments. Five hundred tons of Alabama No. 2, first half iron, sold at \$29 furnace, an advance of about \$1.

COKE.—The coke market is more active and stronger. Spot has sold on a \$6.25, \$6.50 and \$6.75 Connellsville base, an extreme advance of \$1 within the past ten days. The New England Coal & Coke Co.'s spot price is on a \$6.50 Connellsville base, its sliding scale contract price as of Nov. 1 on a \$6.50 base, and its 1920 contract price \$7.50. The sliding scale price is temporary, the company retaining the right to advance it if conditions warrant.

SCRAP.—The activity and strength of borings and turnings are features of the scrap market. Borings in some cases have been selling for more money than steel scrap. Eastern Pennsylvania interests have been heavy buyers of borings at \$14.50 to \$15 and turnings at \$12 to \$12.50 Boston.

Very few of the local mill representatives are accepting contracts for structural steel.

The First National Bank, Boston, has awarded a contract to Stone & Webster for a \$2,000,000 bank and office building of brick and steel. Actual tonnage of steel involved is not known. Stone & Webster have placed an order through the local office of the Phoenix Bridge Co., for 350 tons of structural steel to be used in work for the Philadelphia Electric Co.

Some of the largest New England consumers of tool steel, especially high-grade stock, are anxious to place contracts for first half, 1920, requirements, indicating a belief that prices are to be higher. Mills guaranteeing deliveries within two or three months prior to the steel strike, are now talking four and five months' deliveries.

Stocks, especially those of the smaller jobber, are gradually declining. Supplies of certain sizes are badly broken. Local firms manage to maintain weekly gross sales, however, through auto accessories and other lines. The situation will probably be serious by the end of another month unless mills are able to make larger shipments or there is a decrease in the local consumptive demand. Warehouses having concrete bars can get almost any price for them, but very few actually are taking advantage of market conditions.

#### BUFFALO

BUFFALO, Nov. 3.—Practically all steel workers in the Buffalo district returned to work today and the strike is considered over. Merchants furnaces that have been out report gradual improvement and all quiet. Donner Steel Co. is now selling considerable pig iron for current delivery, mostly in small lots. The Lackawanna Steel Co.'s employees are also returning in increasing numbers and conditions are much improved. The men at the Buffalo & Susquehanna furnaces have started to come back and resumption is expected soon. One producer, whose furnaces were not affected by the strike and has been for some time sold up for 1919, will shortly begin quoting for 1920 unless the coal strike assumes unexpected proportions. With most furnaces the coal strike has checked selling and they are not quoting at present, although inquiry aggregates probably 50,000 tons for the week and there are unlimited chances to sell. The schedule adhered to by one interest selling iron for current delivery is \$37.00 for 2.75 to 3.25 silicon; \$35.25 for 2.25 to 2.75, and \$34.00 for 1.75 to 2.25. Malleable is very scarce and \$34.00 is asked for the small tonnages obtainable.

In finished products most sales agencies report they have positive instructions to withdraw from the market on account of the coal strike. Some decline to quote on any product even when inquiries come from customers of long standing. The demand is insistent and large manufacturers are scouring the country to find material—both at mills and from warehouse stocks. Canadian users have been conspicuous in warehouse purchases in the States. Canadian mills being overwhelmed by the increased demand resulting from the labor difficulties on this side of the line.

The old material market has been strong and consumers for the past 10 days have tried to replenish their stocks. There is an exceptional demand for cast iron borings from eastern Pennsylvania points and quotations are now \$15.50 to \$16.00. No. 1 machinery cast scrap has also advanced to \$25.50 to \$26.50; car wheels to \$25.00 to \$26.00 and railroad wheels will naturally hold up trading.

#### ST. LOUIS

ST. LOUIS, Nov. 3.—Active efforts to buy big iron in this market have been followed by the withdrawal of a larger number of Ohio and Southern furnaces on the ground that they are sold up as far as they care to be. Prices have been advanced and a rather hysterical condition is noted in efforts of melters to get under cover against fuel and transportation strikes and their effect on deliveries. The buying has covered all classes except users of basic, stove and commercial foundries purchasing, where possible, in tonnages from 500 tons down to car loads. A considerable number of orders offered were turned down during the week. Prices have

(Continued on Page H)

## Pittsburgh

### Pig Iron

The following quotations are all per gross ton at Valley furnaces, freight rate for delivery in the Cleveland and Pittsburgh districts being \$1.40 per ton:

Basic .....	\$25.75
Bessemer .....	27.95
Gray forge .....	26.75
No. 2 foundry .....	30.00
No. 3 foundry .....	27.75
Malleable .....	27.25

### Ferroalloys

We quote 78 to 82 per cent domestic ferromanganese \$110 delivered, and English at \$105, with a reduction of \$1.50 to \$1.75 per unit for lower percentages. We quote resale 50 per cent ferrosilicon at \$85 to \$90 and 18 to 22 per cent, spiegeleisen at \$33 to \$35, delivered. Prices on Bessemer ferrosilicon are: 9 per cent, \$47.75; 10 per cent, \$49.75; 11 per cent, \$53.05; 12 per cent, \$56.35. We quote 6 per cent silvery iron \$39.75; 7 per cent, \$41.25; 8 per cent, \$43.25; 9 per cent, \$45.25, and 10 per cent, \$47.75. About \$3 per gross ton advance is charged for each 1 per cent silicon for 11 per cent and over. All the above prices are f.o.b. maker's furnace, Jackson or New Straitsville, Ohio, which have a uniform freight rate of \$2.90 per gross ton for delivery in the Pittsburgh district.

### Billets and Sheet Bars

We quote 4 x 4 in. soft Bessemer and open-hearth billets at \$38.50; 2 x 2 in. billets at \$42; sheet bars, \$42; slabs, \$41, and forging billets, \$51 base, all f.o.b. at mill Pittsburgh or Youngstown.

### Iron and Steel Bars

We quote steel bars rolled from billets at 2.35c. and from old steel rails, 2.45c. Pittsburgh mills rolling iron bars quote at 2.75c., Pittsburgh, plus full freight rate to point of delivery.

### Structural Material

Beams and channels up to 15-in. 2.45c., Pittsburgh, large lots.

### Plates

Sheared tank plates, 1/4-in. and heavier, at 2.65c. Pittsburgh, depending on order and delivery.

### Spikes

We quote standard spikes, 9/16 x 4 1/2 in., at \$3.35 base per 100 lb. in carload lots of 200 kegs of 200 lb. each, and small spikes, 3/4 in., 7/16 in. and smaller, at \$3.85 to \$4 per 100 lb. in carload lots of 200 kegs of 200 lb. each, plus usual extras. Boat and barge spikes, \$3.85 to \$4 per 100 lb. in carload lots of 200 kegs of 200 lb. each, all f.o.b. Pittsburgh. For less than carloads, 1c. per lb. higher is asked.

### Cold Rolled Strip Steel

We quote cold-rolled steel at \$5.65 base per 100 lb., f.o.b. Pittsburgh, for 1 1/2-in. and wider, 0.100 in. and thicker hard tempered in coils 0.20 carbon and under. Boxing charge, 25c. per 100 lb.

### Old Material

Heavy steel, melting, Steubenville, Follans- bee, Brackenridge, Monessen, Midland and Pittsburgh, delivered .....	\$20.50 to \$21.00
No. 1 cast for steel plants .....	25.50 to 26.00
Re-rolling rails, Newark and Cambridge, Ohio; Cumberland, Md.; Franklin, Pa., and Pittsburgh .....	25.50 to 26.00
Compressed steel .....	18.00 to 19.00
Bundled sheet, sides and ends, f.o.b. con- sumers' mills, Pittsburgh district .....	15.50 to 16.00
Bundled steel stamping .....	14.00 to 14.50
No. 1 busheling .....	20.00 to 20.50
Railroad grate bars .....	18.00 to 18.50
Low phosphorus melting stock (bloom and billet ends, heavy plates) 3/4 in. and heavier .....	25.00 to 25.50
Iron car axles .....	31.00 to 32.00
Locomotive axles, steel .....	31.00 to 32.00
Steel car axles .....	28.00 to 29.00
Railroad malleable .....	20.00 to 20.50
Cast iron wheels .....	25.50 to 26.00
Rolled steel wheels .....	22.00 to 23.00
Machine-shop turnings .....	12.25 to 12.50
Sheet bar, crop ends (at origin) .....	23.00 to 24.00
Heavy breakable cast .....	21.50 to 21.75
Cast iron borings .....	15.25 to 15.50
No. 1 railroad wrought .....	22.00 to 23.00

## Chicago

### Pig Iron

The following quotations are for iron delivered at consumer's yards except those for Northern foundry, malleable and steel-making irons, including low phosphorus, which are f.o.b. furnaces and do not include a switching charge averaging 50c. per ton.

Lake Superior charcoal, average silicon, 1.50 second half delivery, f.o.b. furnace, average freight to Chicago, \$2.50 (other grades subject to usual differ- entials) .....	\$35.00
Lake Superior charcoal, average silicon, 1.50 first quarter delivery, f.o.b. furnace, average, freight to Chicago, \$2.50 (other grades subject to usual differ- entials) .....	35.00
Northern coke foundry, No. 1 silicon, 2.25 to 2.75 .....	32.25
Northern coke foundry, No. 2 silicon, 1.75 to 2.25 .....	30.00
Northern high-phosphorus foundry .....	30.00
Southern coke, No. 1 foundry and No. 1 soft, silicon, 2.75 to 3.25 .....	37.40
Southern coke, No. 2 foundry silicon, 2.25 to 2.75 .....	36.20
Southern foundry, silicon, 1.75 to 2.25 .....	35.00
Malleable, not over 2.25 silicon .....	30.50
Basic .....	29.00
Low phosphorus (copper free) .....	40.00
Silvery, 7 per cent .....	47.05

### Plates

The mill quotation is 2.65c. Pittsburgh, the freight to Chicago being 27c. per 100 lb. Jobbers quote 3.67c. for plates out of stock.

### Structural Material

The mill quotation is 2.45c. Pittsburgh, which takes a freight rate of 27c. per 100 lb. for Chicago delivery. Jobbers quote \$3.47 for materials out of warehouse.

### Ferroalloys

We quote 80 per cent ferromanganese at \$110 delivered; 50 per cent ferrosilicon at \$85, delivered; spiegeleisen, 18 to 22 per cent, \$35 furnace

## Iron and Steel Bars

Mill prices are: Mild steel bars, 2.35c., Pittsburgh, taking a freight rate of 27c. per 100 lb.; common bar iron, 2.75c. to 2.75c. Chicago; rail carbon 2.65c. to 2.75c. mill. Jobbers quote 3.37c. for steel bars out of warehouse.

### Cast Iron Pipe

We quote per net ton f.o.b. Chicago, ex-war tax, as follows: Water pipe, 4-in., \$62.80; 6-in. and above, \$59.80; class A and gas pipe \$2 extra.

### Bolts and Nuts

Jobbers quote: Structural rivets, 4.72c.; boiler rivets, 4.82c.; machine bolts up to 3/8 x 4 in., 50 and 5 per cent off; larger sizes, 40 and 5 off; carriage bolts up to 3/4 x 6 in., 45 and 5 off; larger sizes 30 and 10 off; hot pressed nuts, square tapped and hexagon tapped, \$1.85 off; coach or lag screws, gimlet points, square heads, 50 and 5 per cent off. Quantity extras for nuts are canceled.

### Sheets

Mill quotations are 4.35c. for No. 28 black, 3.55c. for No. 10 blue annealed, and 5.70c. for No. 28 galvanized.

Jobbers quote Chicago delivery out of stock: No. 10 blue annealed, 4.57c.; No. 28 black, 5.62c., and No. 28 galvanized, 6.37c.

### Rails and Track Supplies

Standard railroad spikes, 3.35c., Pittsburgh. Track bolts with square nuts, 4.35c., Pittsburgh. Steel tie plates and iron angle bars, 2.75c., Pittsburgh and Chicago; tie plates, iron 2.90c., f.o.b. makers' mills. Light rails, 2.45c., f.o.b. makers' mills, with usual extras.

### Old Material

We quote delivery in buyer's yards, Chicago and vicinity, all freight and transfer charges paid, as follows:

Per Gross Ton	
Iron rails .....	\$25.50 to \$26.50
Relaying rails .....	35.00 to 45.00
Carwheels .....	27.00 to 28.00
Steel rails, re-rolling .....	30.00 to 31.00
Steel rails less than 3 ft. ....	24.00 to 24.50
Heavy melting steel .....	20.00 to 21.00
Frogs, switches and guards, cut apart .....	20.00 to 21.00
Shoveling steel .....	20.00 to 20.50

### Per Net Ton

Iron angles and splice bars .....	\$24.50 to \$25.50
Steel angle bars .....	20.50 to 21.00
Iron arch bars and transoms .....	25.50 to 26.50
Iron car axles .....	30.00 to 31.00
Steel car axles .....	27.00 to 27.50
No. 1 busheling .....	18.00 to 18.50
No. 2 busheling .....	13.00 to 13.50
Cut forge .....	19.75 to 20.25
Pipes and flues .....	16.00 to 16.50
No. 1 railroad wrought .....	21.00 to 22.00
No. 2 railroad wrought .....	19.75 to 20.25
Steel knuckles and couplers .....	20.50 to 21.00
Coil springs .....	21.00 to 21.50
No. 1 cast .....	26.00 to 27.00
Boiler punchings .....	22.50 to 23.00
Locomotive tires, smooth .....	19.50 to 20.00
Machine-shop turnings .....	9.50 to 10.00
Cast borings .....	10.00 to 11.00
Stove plate and light cast .....	23.00 to 24.00
Grate bars .....	22.00 to 22.50
Brake shoes .....	19.00 to 20.00
Railroad malleable .....	21.00 to 22.00
Agricultural .....	21.00 to 22.00
Country mixed .....	14.50 to 15.50

## Philadelphia

### Pig Iron

The following quotations are for iron delivered in consumers' yards in Philadelphia or vicinity, except those for low phosphorus iron, which are f.o.b. furnace:

Eastern Penna. No. 2 X, 2.25 to 2.75 sil. ....	\$33.10 to \$34.10
Eastern Penna. No. 2, plain, 1.75 to 2.25 sil. ....	32.10 to 33.10
Virginia No. 2 X, 2.25 to 2.75 sil. ....	36.10 to 36.35
Virginia No. 2, plain, 1.75 to 2.25 sil. ....	35.10
Basic .....	28.00 to 28.25
Gray forge .....	31.50
Standard low phosphorus (f.o.b. furnace) .....	38.00
Malleable (nominal) .....	30.10
Copper bearing low phosphorus (f.o.b. furnace) .....	35.00

### Old Material

No. 1 heavy melting steel .....	\$20.00 to \$20.50
Steel rails, re-rolling .....	26.00 to 27.00
No. 1 low phosphorus, heavy, 0.04 and under .....	25.00 to 26.00
Carwheels .....	25.00 to 26.00
No. 1 railroad wrought .....	27.50 to 28.00
No. 1 yard wrought .....	22.50 to 23.50
No. 1 forge fire .....	16.50 to 17.50
Bundled skeleton .....	16.50 to 17.50
No. 1 busheling .....	16.50 to 17.50
No. 2 busheling .....	14.00 to 15.00
Turnings (short shoveling grade for blast furnace use) .....	14.50 to 15.00
Mixed borings and turnings (for blast fur- nace use) .....	13.50 to 14.00
Machine-shop turnings (for rolling mill and steel works use) .....	16.00 to 16.50
Heavy axle turnings (or equivalent) .....	17.00 to 17.50
Cast borings (clean) .....	18.00 to 19.00
No. 1 cast .....	26.00 to 27.00
Railroad grate bars .....	21.00 to 22.00
Stove plate .....	20.50 to 21.50
Railroad malleable .....	20.00 to 21.00
Wrought iron and soft steel pipes and tubes (new specifications) .....	18.50 to 19.00
Ungraded pipe .....	15.00 to 16.00

## Birmingham

### Pig Iron

Foundry, silicon 1.75 to 2.25 .....	\$28.00
Basic .....	27.00

### Old Material

Steel rails .....	\$18.00 to \$19.00
No. 1 heavy steel .....	17.00 to 18.00
Cast iron borings .....	10.00 to 10.50
Machine-shop turnings .....	15.50 to 16.00
Stove plate .....	20.00 to 21.00
No. 1 cast .....	23.00 to 24.00
Carwheels .....	22.00 to 23.00
Tramcar wheels .....	22.50 to 23.00
Steel axles .....	25.00 to 26.00
No. 1 wrought .....	18.00 to 19.00



**Buffalo****Pig Iron**

No. 1 foundry, 2.75 to 3.25 silicon	\$35.00 to \$37.00
No. 2 X, 2.25 to 2.75 silicon	33.25 to 35.25
No. 2 plain foundry, 1.75 to 2.25 silicon	35.00 to 37.00
Gray forge	29.00
Malleable, silicon not over 2.25	32.00 to 34.00
Basic	29.50
Basic, 1 to 1½ per cent manganese	27.25
Basic, 1½ to 2½ per cent manganese	28.75
Lake Superior charcoal, regular grades, f.o.b. Buffalo	38.40

**Old Material**

Heavy melting steel, regular grades	\$19.00 to \$20.00
Low phosphorus, 0.04 and under	23.50 to 24.00
No. 1 railroad wrought	23.00 to 23.50
No. 1 machinery cast	21.50 to 22.50
Iron axles	28.00 to 29.00
Steel axles	28.00 to 29.00
Carwheels	25.00 to 26.00
Railroad malleable	21.50 to 22.50
Machine-shop turnings	12.00 to 12.50
Heavy axle turnings	16.00 to 17.00
Clean cast borings	15.50 to 16.00
Iron rails	24.00 to 25.00
Locomotive grate bars	20.00 to 20.50
Stove plate	22.00 to 22.50
Wrought pipe	17.50 to 18.00
No. 1 busheling	16.50 to 17.50
Bundled sheet stamping	14.50 to 15.00

**New York****Pig Iron**

No. 1 foundry, silicon 2.75 to 3.25	\$36.80
No. 2 X, silicon 2.25 to 2.75	35.80
No. 2 plain, silicon 1.75 to 2.25	34.80
No. 2 X, Virginia, silicon 2.25 to 2.75	36.65 to 37.40

**Finished Iron and Steel**

We quote as follows for mill shipments: Bar iron, refined grade, 2.77c.; double refined bar iron, 3.77c.; soft steel bars, 2.62c.; shapes, 2.72c.; plates, 2.77c.; all New York.

**Old Material**

Heavy melting steel	\$16.00 to \$16.50
Relaying rails	22.00 to 23.00
Relaying rails, nominal	43.00 to 44.00
Steel car axles	25.00 to 26.00
Iron car axles	34.00 to 35.00
No. 1 railroad wrought	24.50 to 25.00
Wrought iron track	17.00 to 18.00
Forge fire	12.50 to 13.00
No. 1 yard wrought, long	20.00 to 20.50
Light iron	6.00 to 7.00
Cast borings (clean)	15.00 to 16.00
Machine-shop turnings	12.50 to 13.00
Mixed borings and turnings	11.50 to 12.00
Iron and steel pipe (1 in. min. diam., not under 2 ft. long)	15.00 to 15.50
Stove plate	17.50 to 18.00
Locomotive grate bars	19.00 to 19.50
Malleable cast (railroad)	17.50 to 18.00
Old carwheels	22.00 to 23.00

Prices which dealers in New York and Brooklyn are quoting to local foundries per gross ton:

No. 1 machinery cast	\$27.00 to \$27.50
No. 1 heavy cast (columns, building materials, etc.), cupola size	25.00 to 26.00
No. 1 heavy cast, not cupola size	18.00 to 18.50
No. 2 cast (radiators, cast boilers, etc.)	18.50 to 19.00

**Cleveland****Iron Ore**

Old range Bessemer, \$6.45; old range non-Bessemer, \$5.70; Mesaba Bessemer, \$6.20; Mesaba non-Bessemer, \$5.55.

**Pig Iron**

Bessemer	\$29.35
Basic	26.15
Northern No. 2 foundry, silicon, 1.75 to 2.25	30.40
Southern foundry, silicon, 2.25 to 2.75	34.10
Gray forge	26.15
Ohio silvery, silicon, 8 per cent	45.65
Standard low phos., Valley furnace	\$38.00 to 40.00

**Finished Iron and Steel**

Steel bars, 3.27c.; plates, 3.57c.; structural shapes, 3.37c.; rods and hoops, 3.97c.; No. 10 blue annealed sheets, 4.27c.; No. 28 black sheets, 5.27c.; No. 28 galvanized sheets, 6.62c.

**Old Material**

Heavy melting steel	\$19.25 to \$19.50
Steel rails, under 3 ft.	21.50 to 22.00
Steel rails, re-rolling	27.00 to 28.00
Iron rails	28.00 to 29.00
Iron car axles	35.00 to 36.00
Steel car axles	33.00 to 34.00
Low phosphorus melting scrap	21.00 to 21.50
Cast borings	13.50 to 13.75
Iron and steel turnings and drillings	11.00 to 11.50
Short turnings (for blast furnaces)	13.00 to 13.50
Compressed steel	16.00 to 16.50
No. 1 railroad wrought	21.50 to 22.00
Agricultural malleable	17.00 to 18.00
Railroad malleable	21.00 to 22.00
Steel axle turnings	16.25 to 17.00
Light bundled sheet scrap	14.50 to 15.00
No. 1 cast	27.00 to 28.00
No. 1 busheling	17.50 to 18.00
Drop forge flashings, 10 in. and under	16.25 to 17.00
Drop forge flashings, over 10 in.	13.00 to 13.25
Railroad grate bars	22.00 to 22.50
Stove plate	22.00 to 22.50

**Cincinnati****Pig Iron**

Based on freight rates of \$3.00 from Birmingham and \$1.80 from Ironton, we quote f.o.b. Cincinnati:	
Southern coke, silicon 1.75 to 2.25 (base price)	\$32.60
Southern coke, silicon 2.25 to 2.75 (No. 2 soft)	33.60
Ohio silvery, 8 per cent silicon	42.05
Southern Ohio coke, silicon 1.75 to 2.25 (No. 2)	33.55
Basic Northern	31.05
Standard Southern carwheel	48.60
Malleable	33.05

**Old Material****Per Gross Ton**

Bundled sheet	\$12.00 to \$12.50
Old iron rails	22.50 to 23.00
Relaying rails, 50 lb. and up	40.00 to 41.00
Rerolling steel rails	20.50 to 21.00
Heavy melting steel	15.00 to 16.00
Steel rails for melting	16.00 to 17.00
Old carwheels	18.00 to 18.50
No. 1 railroad wrought	17.50 to 18.00

**Per Net Ton**

Cast borings	\$7.50 to \$8.00
Steel turnings	7.00 to 7.25
Railroad cast	20.00 to 20.50
No. 1 machinery	22.00 to 22.50
Burnt scrap	13.00 to 14.00
Iron axles	24.00 to 24.50
Locomotive tires (smooth inside)	18.00 to 18.50
Pipes and flues	13.50 to 14.00
Malleable cast	15.50 to 16.00
Railroad tank and sheet	12.00 to 12.50

**Boston****Pig Iron**

Eastern Pa., No. 2 X silicon 2.25 to 2.75	\$35.40 to 36.40
Eastern Pa., No. 2 plain silicon 1.75 to 2.25	34.40 to 35.40
Buffalo No. 2 X silicon 2.25 to 2.75	34.90 to 35.90
Buffalo No. 2 plain silicon 1.75 to 2.25	33.90 to 34.90
Virginia No. 2 X silicon 2.25 to 2.75	35.70
Virginia No. 2 plain	34.70

**Old Material**

No. 1 heavy melting steel	\$15.00 to \$15.50
No. 1 railroad wrought	21.00 to 22.00
No. 1 yard wrought	18.00 to 19.50
Wrought pipe (1 in. in diameter, over 2 ft. long)	14.50 to 15.00
Machine-shop turnings	11.50 to 12.00
Cast iron borings	14.00 to 14.50
Heavy axle turnings	12.50 to 13.00
Blast furnace borings and turnings	9.50 to 10.00
Forge scrap	11.50 to 12.00
Bundled skeleton	11.50 to 12.00
Steel car axles	22.00 to 23.00
Carwheels	24.50 to 25.00
Machinery cast	24.50 to 25.50
No. 2 cast	22.00 to 23.00
Stove plate	19.50 to 20.00
Railroad malleable	17.00 to 17.50
Rerolling rails	21.00 to 21.50

**St. Louis****Old Material****Per Gross Ton**

Old iron rails	\$24.50 to \$25.00
Old steel rails, rerolling	29.50 to 30.00
Old steel rails, less than 3 ft.	23.50 to 24.00
Relaying rails, standard sections, subject to inspection	38.00 to 45.00
Old carwheels	25.00 to 25.50
No. 1 railroad heavy melting steel	19.50 to 20.00
Heavy shoveling steel	17.00 to 17.50
Ordinary shoveling steel	16.50 to 17.00
Frogs, switches and guards, cut apart	19.50 to 20.00
Ordinary bundled sheets	12.00 to 12.50
Heavy axle and tire turnings	13.75 to 14.25

**Per Net Ton**

Iron angle bars	\$21.50 to \$22.00
Steel angle bars	18.00 to 18.50
Iron car axles	31.50 to 32.00
Steel car axles	30.00 to 30.50
Wrought arch bars and transoms	23.50 to 24.00
No. 1 railroad wrought	20.50 to 21.00
No. 2 railroad wrought	19.00 to 19.50
Railroad springs	18.50 to 19.00
Steel couplers and knuckles	18.50 to 19.00
Locomotive tires, 42 in. and over, smooth inside	18.00 to 18.50
No. 1 dealers' forge	17.00 to 17.50
Cast iron borings	11.00 to 11.50
No. 1 busheling	17.50 to 18.00
No. 1 boiler, cut to sheets and rings	14.50 to 15.00
No. 1 railroad cast	25.50 to 26.00
Stove plate and light cast	22.00 to 22.50
Railroad malleable	18.50 to 19.00
Agricultural malleable	18.00 to 18.50
Pipes and flues	15.50 to 16.00
Heavy railroad sheet and tank	14.50 to 15.00
Machine-shop turnings	10.50 to 11.00
Country mixed	15.00 to 15.50
Uncut railroad mixed	16.50 to 17.00
Horseshoes	19.50 to 20.00

A writer to the *Temps* of Paris from Geneva expresses the belief that the perpetual striking and the stoppage of production in Germany are not caused solely by revolutionary propaganda. He considers that the scarcity of coal transcends all other questions and this shortage is caused by the scarcity of transportation facilities. He admits that the 8-hr. day is well followed by the German worker but notes that the 8-hr. day is regarded largely as a subterfuge because the workers are demanding 8 hrs. only that they may make double time for work beyond 8 hrs.

Works in the Saar region offer I-beams, channels and T-bars, for export at 950 marks, and round, square and flat merchant bars at 1000 marks. Negotiations are in process for the taking over by a French firm of the Brebach plant near Sarrebruck belonging to Rudolph Boecking & Co., which includes five blast furnaces of a daily production of 130 tons each and pipe foundry and facilities for various foundry products.

Belgium has asked France to give to her a part of the coking coal which she will receive from Germany in return for a tonnage which Belgium will furnish in various products. The Belgian coke syndicate disposes now of about 65,000 tons a month, while for some time 100,000 tons monthly will be needed, or at a rate of 1,200,000 tons a year, which represents a little more than one-third of the coke production in Belgium in 1913. Of ore Belgium wants 200,000 tons monthly. If this amount is not received, because of the railroad transportation troubles, it will be necessary for Belgium to send cars to Lorraine.

## MACHINERY MARKETS AND NEWS OF THE WORKS New York

NEW YORK, Nov. 4.

The strike of coal miners has had no discernible effect on machine-tool trade in this market, orders and inquiries continuing at a very good rate. The General Electric Co.'s requirements are the largest now before the local trade. A new list was issued last week covering 55 miscellaneous tools. A list issued about two weeks ago called for about 50 tools, and there will be further inquiry, it is reported. These machines are to be used in equipping a new shop for the manufacture of wire-less telegraph apparatus.

The automobile trade continues to offer promising business prospects. The Willys Corporation, Elizabeth, N. J., is preparing a list of its requirements. L. E. Joles has resigned as works manager of that plant and has taken a similar position with a Detroit manufacturer of automobile parts. Alfred I. Du Pont is extensively interested in a new motor manufacturing plant being built at Wilmington, Del., the company to be known as the Du Pont Motor Mfg. Co. A high-priced automobile will be built. The machine-tool trade has been informed that equipment will be bought in about 60 days. Eastern machine-tool builders have received substantial orders from the Stromberg Motor Devices Co., Chicago, which is enlarging its manufacturing capacity about 50 per cent.

There is a good deal of miscellaneous buying. The Delaware & Lackawanna Railroad has issued a small list. The Otis Elevator Co. is buying a small list of equipment for its plant at Quincy, Ill. The Standard Oil Co. of New Jersey is adding to the equipment of its Bayway, N. J., shops. The Dexter Folder Co., Pearl River, N. Y., has bought a number of new tools. J. H. Williams & Co., Brooklyn, have also bought some new equipment. The Swedish Gage Co., which recently located its plant at Poughkeepsie, N. Y., is preparing a list of machine-tool requirements, which will soon be issued.

Crane business is inactive. Quite a number of inquiries are pending.

The Connelly Iron Sponge & Governor Co., 227 Fulton Street, New York, has acquired property aggregating about 12,500 sq. ft., at Marion and Fourteenth streets, Long Island City, and is having plans prepared for a reinforced-concrete plant. Starrett & Van Vliet, 8 West Fortieth Street, New York, are the architects.

The Tiphany Motor Co., New York, has been incorporated with a capital stock of \$400,000, by W. C. Dodge, F. U. Horowitz, and L. M. Crumbacher, 1451 Broadway, to manufacture electric motors and machine equipment.

The Metal Hose & Tubing Co., 253 Tillary Street, Brooklyn, has had plans prepared for a three-story plant, 48 x 100 ft., at Raymond Street and Park Avenue, to cost about \$75,000.

The Allied Automotive Corporation, Mineola, N. Y., has been incorporated with a capital stock of \$250,000 by W. E. Kisselburg, J. F. Egan, and E. E. Gilman, 149 Broadway, New York, to manufacture automobile and other motors.

The American Safety Razor Corporation, 303 Jay Street, Brooklyn, has acquired property at Johnson and Jay streets, and has begun the construction of a plant addition.

The Universal Superheater Corporation, New York, has been incorporated with a capital stock of \$10,000 by J. S. Milne, R. McGreggor, and J. T. Crane, 2 Rector Street, to manufacture superheaters, etc.

The Divine Brothers Co., Whitesboro Street, Utica, N. Y., manufacturer of buffing wheels, etc., has increased its capital stock from \$500,000 to \$1,000,000.

The W. E. Nichols Corporation, New York, has been incorporated with a capital stock of \$50,000 by O. A. Schramm, R. S. King and K. M. Nichols, 882 Eighth Avenue, to manufacture electrical goods.

The Driver-Harris Co., Middlesex Street, Harrison, N. J., manufacturer of wire and wire products, has awarded a contract to Edward M. Waldron, Inc., 665 Broad Street, Newark, for two plant additions to cost about \$65,000. The work will consist of a three-story, brick and concrete wire-working plant, 50 x 100 ft., and one-story building extension to the hammer department, 26 x 60 ft.

P. S. Townsend & Co., Central Avenue, West Orange, N. J., manufacturer of lawn mowers, have acquired the plant of the American Brake Shoe & Foundry Co., Bloomfield, N. J., to be used in connection with its proposed works at this location. The property comprises a one-story brick foundry, of about 27 x 100 s. ft., and several other buildings on 7 acres of land.

The Deslauriers Column Mould Co., 233 Broadway, New York, is having plans prepared for a new eight-story reinforced-concrete plant 100 x 200 ft., at Jersey City, N. J.

The Auto Safety Device Co., 404 Lewis Street, Union Hill, N. J., has been incorporated with a capital stock of \$150,000 by Francis H. McCauley, Joseph A. Conway and Nicholas H. Schloeder, to manufacture metal products.

The International Motor Car Co., "Strela" Ltd., Sofia, Bulgaria, has been incorporated with a capital stock of 4,000,000 Leva, and has taken over the business of L. Spetter and M. Lasoff for the development, repair and sale of automobiles and various industrial and agricultural machinery and accessories, and for the promotion of industrial enterprises and supervision of their installation. It will also undertake agencies for foreign houses in these lines in Bulgaria and the Balkans. General Ratcho Petroff is president. The headquarters of the company are at Boulevard Dondoukoff No. 51, Sofia.

Marull, Orriols & Co., Palamos, Cataluna, Spain, importers and representatives, will be pleased to receive quotations and prices for machines for the manufacture of metallic capsules for cork discs.

The Troy Foundry & Machine Co., has begun the erection of an additional manufacturing building to cost \$100,000 and to be ready for operation Jan. 1. When the plant is fully developed between 500 and 600 additional workman will be employed, but about 100 will be added for the work immediately on hand. John T. Starkweather, vice-president and works engineer, is in charge of construction. Charles A. Slicher is president. The company recently was awarded a large contract by the Gilbert & Barker Co., Springfield, Mass., manufacturer of automatic gasoline tanks, etc., and also by the Sprague Electric Works, Bloomfield, N. J.

### Catalogs Wanted

The Production Engineering Co., 212 Centre Street, New York, has been organized to act as engineer to manufacturers for the design and building of tools and machinery for automatic production, with emphasis on labor-saving devices. Catalogs of machine tools and specialties are desired for its reference files, and information from all manufacturers of standard labor-saving devices for such equipment. John A. Honegger is president; Robert Steinman, treasurer, and H. Allen Hinchcliff, secretary.

A. R. Kelso, mechanical engineer of the Willys Corporation, Elizabeth, N. J., desires a complete file of catalogs of machinery, tools and supplies for machine-shop, tool and stamping divisions.

## Philadelphia

PHILADELPHIA, Nov. 3.

The Newton Machine Tool Works, Inc., Twenty-third and Vine streets, Philadelphia, is erecting a shop, 230 x 400 ft., which includes erecting, pattern and pattern storage, and forge departments and also a power plant. It is to be fitted with two 50-ft. overhead traveling cranes.

Schaum & Uhlinger, Inc., Glenwood and North American avenues, Philadelphia, manufacturer of textile machinery, has filed plans for extensions in its machine shop to cost about \$15,000.

Max M. Sladkin, 503 Market Street, Philadelphia, manufacturer of motorcycles and bicycles, has taken title to the plant of the Savage Arms Corporation, Erie Avenue and Sepviva Street, consisting of about 7 acres with factory buildings. The property is assessed at \$200,000. The new owner will equip the plant for the manufacture of his specialties.

Frank C. J. Dursch, Philadelphia, operating a general machine works at 848 East Woodlawn Street, has filed plans for a two-story plant, 53 x 65 ft., at 318 East Cheltenham Avenue, to cost about \$13,000.

The Brown Instrument Co., Wayne Avenue, Philadelphia, manufacturer of pyrometers and other heat meters, has acquired a five-story factory, on lot 61 x 246 ft., adjoining its plant.

The Montross Metal Roofing Co., Camden, N. J., manufacturer of metal shingles, etc., has been acquired by M. Sheffler and Samuel Gross, Philadelphia. The new owners will continue the operation of the plant and will expand the business by the organizing of an associated company under the name of the Montross Metal Products Co., for the manufacture of stamped metal goods. This organization will operate at the same location. Mr. Sheffler is president of both companies.

The Wright Mfg. Co., 131 Master Street, Philadelphia, manufacturing of metal products, has filed plans for a one-story addition at 1406-98 North Howard Street, 16 x 90 ft., to cost about \$17,000.

The Trenton Malleable Iron Co., New York Avenue, Trenton, N. J., has filed plans for a works power plant to cost about \$20,000.

The Mahanoy City Foundry & Machine Co., Mahanoy City, Pa., has been incorporated with a capital stock of \$25,000 by Louis Garfinkel and others.

The Carpenter Steel Co., Reading, Pa., manufacturer of billets, blooms, slabs, etc., has filed plans for a one-story mill, 147 x 280 ft., to cost about \$120,000.

The East Penn Foundry Co., Macungie, Pa., is planning for a 200-ft. plant addition. The company is just completing a similar extension.

## Chicago

CHICAGO, Nov. 3.

The Nash Motors Co. has purchased about \$40,000 worth of tool room equipment for its new Milwaukee plant and will later close for production tools. The Western Electric Co., Chicago, has ordered seven geared-in-head motor-drive engine lathes and two turret lathes, and the International Harvester Co. has bought four turret lathes for its local tractor plant. The Lafayette Motors Co., Indianapolis, has purchased miscellaneous tools, including three turret lathes. The Samson Tractor Works, Janesville, Wis., continues to add to its equipment. This plant promises to be a very important factor in the machinery market, as present plans provide for the construction of manufacturing facilities which will employ 11,000 men.

The Chicago, Burlington & Quincy Railroad has revived a good-sized list upon which it failed to take action last spring. Chalmers & Williams, Inc., Chicago Heights, Ill., is in the market for about \$50,000 worth of tools.

Prices continue steady and deliveries are unimpaired.

The Stocker-Rumely-Wachs Co., 117 North Jefferson Street, has secured the exclusive agency in Chicago district for the Cincinnati Shaper Co.'s line.

The Stromberg Motor Devices Co., 68 East Twenty-fifth Street, Chicago, is erecting a seven-story plant, 75 x 125 and 192 ft., at Wabash Avenue and Twenty-fifth Street, to cost \$280,000.

The Robertson Brothers Mfg. Co., manufacturer of sheet metal products, has moved to a plant on Western Avenue, north of Fifty-fourth Place, Chicago, which it purchased from the Accurate Engineering Co. at a reported price of \$140,000.

The C. A. Roberts Co., manufacturer of steel tubing, 228 North Jefferson Street, Chicago, will erect a one-story plant with about 20,000 sq. ft. of floor space, in Aberdeen Street, 138 ft. north of Monroe Street.

The George W. Pyott Co., manufacturer of power transmission equipment, 1401 West North Avenue, Chicago, has purchased a tract, 318 x 572 ft., at the northeast corner of Lake and Kilpatrick streets where a plant will be constructed.

The Vacuum Washing Machine Co., Peter Schrock, president, has bought the Zimmer property at Peking, Ill., formerly used as a planing mill, which it is equipping for manufacturing purposes.

The Van Sicken Speedometer Co. will locate a \$3,000,000 plant at Elgin, Ill., the city having complied with the stipulation of the company that 500 dwellings be built within a limited period.

Montgomery, Ward & Co., Chicago, are constructing a \$400,000 addition to their works at Springfield, Ill., to house the farm gas engine factory. The plant is located at Eleventh and Ash streets.

The E. J. List Co., Havana, Ill., has been incorporated with \$35,000 capital stock to manufacture friction clutches. The incorporators include Ezra J. and Adelaide B. List and Fred C. Eusterman.

The Kent Steel Co., steel fabricator and erector, Bond Avenue, Grand Rapids, Mich., has purchased a tract on Scribner Avenue, north of North Street, as the site for a new plant which, it is expected, will be completed within 60 days.

## Cleveland

CLEVELAND, Nov. 3.

The volume of business in single tools and small lots of machinery continues heavy with no falling off in inquiries. The \$100,000 list of requirements issued a few weeks ago by the Firestone Tire & Rubber Co., Akron, Ohio, and later held up, is again active. A new inquiry has come from the Van Dorn & Dutton Co., Cleveland, for six large gear blanking machines.

A new sheet mill plant will be erected in Canton, Ohio, by the Superior Sheet Steel Co., which has been incorporated with a capital stock of \$2,000,000. It plans to build electrically driven works in units of four mills each which will include cold rolling, annealing and galvanizing departments, the first two units to be in operation May 1. Henry A. Roemer, who has been assistant general manager of the Canton Sheet Steel Co., will be at the head of the new company. Among others associated with him are D. A. Williams, P. L. Howenstine and Thomas H. Heacock, who have been general superintendent, production manager and master mechanic respectively of the same company. F. T. Lawrence, formerly of the Youngstown Sheet & Tube Co., will be superintendent. Orders for the equipment



will be placed shortly. The main building will be 147 x 580 ft. and the galvanizing, shipping and warehouse building, 124 x 580 ft. The plant mills will have an annual output of approximately 50,000 tons.

The International Steel Tube Co., Cleveland, which has a capital stock of \$2,500,000, has acquired a 20-acre site on the Erie Railroad near Mills Avenue, on which it will shortly begin the erection of a seamless steel tube mill. William P. Day, president International Steel Tube Co., is president; Thomas Parrock, first president; John B. Hall, secretary, and C. H. Hopkins, treasurer. A. W. Foote, formerly president Foote-Burt Co., is one of the directors.

The Chisholm Steam Shovel Works, Cleveland, which has been in operation for 40 years under the management of Henry Chisholm, has been reorganized. Mr. Chisholm, formerly president, and A. E. Cook, secretary and treasurer, will retire. A. T. Chisholm, formerly vice-president, will be president; E. B. Greene, vice-president, and H. A. Haushurst, secretary.

The Auto Screw Products Co., Cleveland, has placed a contract for a one-story building, 89 x 140 ft.

The Elyria Iron & Steel Co., Cleveland, has placed a contract for the erection of a two-story addition, 80 x 160 ft., to its Elyria, Ohio, plant.

The Grant-Lees Gear Co., Cleveland, will erect a three-story plant, 68 x 120 ft.

The F. R. Fortune Tool & Mfg. Co., Wooster, Ohio, has been incorporated with a capital stock of \$200,000, and will build a new plant shortly. It has purchased the assets of the H. R. Lewis Tool Co., Detroit, which will be moved to Wooster, and the manufacture of that company's line will be continued on a larger scale.

The Trolley Supply Co., Canton, Ohio, will move to Massillon where it will erect a two-story factory, 50 x 150 ft., and the manufacture of that company's line will be continued on a larger scale.

The Timken Roller Bearing Co., Canton, Ohio, plans shortly to erect an addition to its tube mill.

The Ohio Cutlery Co., Massillon, Ohio, has been incorporated with a capital stock of \$75,000 and will establish a plant for the manufacture of cutlery. It has for some time been operating a plant in Canal Fulton, Ohio.

The Mackey Truck & Tractor Co., having a capital stock of \$250,000, contemplates establishing a plant in Ravenna, Ohio, for building motor trucks. A structure, 60 x 160 ft., will be erected.

The Newark Stamping & Foundry Co., Newark, Ohio, will enlarge its plant by an addition, 50 x 125 ft.

## Cincinnati

CINCINNATI, NOV. 3.

Local shops are very busy, and many machine tool builders have sufficient business booked to keep their operating plants several weeks. Nearly all who make a specialty of exporting have a number of orders in hand which were booked some time ago, but it is now almost impossible to forward any shipments. Inquiry from European countries is slowing down. On the other hand Canadian business, which has been quite slow for some time, is improving and the South American field is especially promising. Recently some orders for planing machines were received from both of these fields, in addition to orders for lathes, radial drilling machines, etc. Jamaica, previously unheard of as a buyer of machine tools, was a purchaser of shaping machines last week. Quite a number of portable electric drilling machines are being shipped to Cuba. A few single tool orders have recently been received from the railroads. Jobbing foundries are very busy, but are somewhat apprehensive that their stock supply will run short at no distant date.

The Metal Specialty Co., Sixth and Burns streets, Cincinnati, has leased two buildings of the Millcreek Distilling Co.'s plant and will remove its works to the new location before Jan. 1, where it will have 17,000 sq. ft. of floor space. Considerable new equipment will be required in addition to that recently purchased, including lathes, shaping machine, grinding machine and heat treating furnaces. The company manufactures automobile and other specialties.

The Trailmobile Co., Cincinnati, is pushing work on its new plant at Oakley, and has taken out another permit for additions estimated to cost \$28,000.

The addition to the plant of the Willard Machine Tool Co., Lexington, Ky., will be under cover in a few days, and is expected to be in operation by Jan. 1.

The Columbus Metal Products Co., Columbus, Ohio, maker of automobile and other specialties, has increased its capital stock from \$10,000 to \$30,000 and will add to its manufacturing facilities.

The Columbus Auto Parts Co., Columbus, has increased its capital stock from \$100,000 to \$300,000.

## Indianapolis

INDIANAPOLIS, NOV. 3.

Plans have been completed by the Link-Belt Co., Indianapolis, for an addition to its foundry at Belmont Avenue and the Belt Road, which will increase its capacity one-third. The building will be one-story of brick and steel, 70 x 460 ft. Two furnaces will be added.

The Hammond Mfg. Co., Hammond, Ind., has been incorporated with a \$75,000 capital stock to manufacture machinery. The directors are Thomas A. and Harry P. Munro and P. J. Foy.

The B. F. Biggs Pump Co., Lafayette, Ind., has changed its name to Biggs Pump & Supply Co.

The Taylor Mfg. Co., Greenfield, Ind., has been incorporated with \$150,000 capital stock to manufacture automobile tires and accessories. The directors are Hewitt R. Taylor, Jr., Bert C. Smith and Joseph C. Snell.

The Brownlee Mfg. Co., Indianapolis, has been incorporated with \$100,000 capital stock to manufacture machinery and parts. The directors are D. T. Brownlee, James H. Deakin and Merritt Blizard.

The Vulcan Implement Factories, Evansville, Ind., has been incorporated with \$300,000 capital stock to manufacture tractor tools. Richard Rosecrans is president; J. H. Berryhill, vice-president; G. A. Trimble, secretary, and A. Volderauer, treasurer.

The National Automatic Tool Co., Richmond, Ind., manufacturer of multiple drilling and tapping machines, has placed contract for an addition, of steel and brick, to be equipped with the most modern machinery.

## Detroit

DETROIT, NOV. 3.

The demand for machine tools and supplies is about 50 per cent more than of two months ago, according to local manufacturers and dealers. Dealers complain of the slowness in deliveries from makers, and in turn complain of the difficulty in obtaining material and labor. The general opinion is that despite the large increase in demand, buyers are holding back because of the unsettled labor situation and that with the ending of the steel strike will come a demand that will be phenomenal.

The Detroit Gear & Machine Co., Detroit, has increased its capital from \$200,000 to \$1,000,000, and it is expected that the plant will be enlarged.

Because of greatly increased business, the Bean Spray Pump Co., Lansing, Mich., will spend \$20,000 for new machinery and in enlarging the assembling departments.

The additions to the plant of the Continental Motors Co., Muskegon, Mich., will be completed by Dec. 1, making it possible to increase the working force by several hundred men. The present assembling building is 130 x 650 ft. To this an extension is being made 490 ft. long. Another addition is a steam plant, which will be the first unit of a 20,000 kw. power station.

The Muskegon Aluminum Foundry Co., Muskegon, Mich., has been organized with a capitalization of \$75,000. It will make aluminum and brass castings.

## Buffalo

BUFFALO, NOV. 3.

The Buffalo Hardware Foundry Co., 743 Hertel Avenue, Buffalo, has taken out building permit for a steel and concrete foundry addition to cost \$10,000.

The Auto Products Mfg. Co., Elmwood Avenue and Hinman Street, Buffalo, has let contract for a brick and tile factory building to cost \$15,000.

The Eastern Iron Products Co., Troy, N. Y., has completed plans for a one-story plant, 60 x 400 ft.

The C. W. Meade Corporation, Syracuse, capital stock \$100,000, has been incorporated by C. W. Meade, F. W. Meade and E. J. Page to manufacture hardware and machine attachments.

The Olean Sweep Products Co., Rochester, N. Y., has awarded contract for a two-story factory, 99 x 113 ft., to be erected at East Rochester at a cost of \$25,000.

The Rochester Motors Co., Inc., 609 Driving Park Avenue, Rochester, N. Y., will build a one-story machine-shop addition, 100 x 390 ft.

The Interstate Machine Products Co., Rochester, N. Y., has been incorporated with a capital stock of \$50,000 by M. C. Armstrong, J. and F. C. Buckley, to manufacture automobile parts and machine specialties.

The Co-Operative Foundry Co., Lincoln Park, Rochester, N. Y., has filed plans for a one-story plant addition to cost about \$20,000.

The Erie Motor Truck Mfg. Co., Erie, Pa., has increased its capital stock from \$50,000 to \$175,000.

The Modern Screen & Specialty Co., Erie, Pa., has been incorporated in Delaware, with a capital stock of \$100,000 by William Gammon, Charles Lendrgrin and P. W. Moore, to manufacture metal screens, etc.

The Spring Lock Nut Co., Syracuse, N. Y., has been incorporated with a capital of \$25,000 by Lester O. Krith, William R. Hollywood and Arthur E. Culver, 704 South West Street, to manufacture special lock-nuts and wrenches.

The plant to be erected by the Niagara Machine & Tool Works, 639 Northland Avenue, Buffalo, N. Y., will be 144 x 165 ft., one-story, not 75 x 80 ft., as previously reported.

The Pfandler Co., Rochester, N. Y., maker of glass enamel-rod steel tanks, etc., will establish a branch plant at Watford, England. The company is now buying equipment for the new plant that includes punching and shearing machines, rolls, hydraulic presses, etc.

The Davenport Machine Tool Co., Inc., Rochester, N. Y., has purchased a plant at 167 Ames Street, where it will manufacture the Davenport automatic screw machine. Mr. Davenport, the inventor, who has become identified with the new corporation, has been manufacturing his machine in a small way at New Bedford, Mass. The new corporation expects to be equipped to manufacture on a large scale, machinery having been purchased from the Russell Motor Car Co. plant at Buffalo, which was dismantled, as well as from machine tool manufacturers. Mr. Davenport was formerly a designer for the Browne & Sharpe Mfg. Co. C. R. Burt, vice-president and general manager, originated the Barber-Colman Co. gear hobbing machine when he was identified with that company at Rockford, Ill. Lately he has been with the Russell Motor Car Co., Toronto.

The Rittler Dental Mfg. Co., Rochester, has let contract for an addition to its factory on West Avenue to cost \$5,000.

The Rochester Motors Co., Inc., Rochester, has let contract for a one-story machine shop addition, 100 x 390 ft., to be erected on Driving Park Avenue.

The Co-operative Foundry Co., Rochester, has awarded a contract for the erection of an addition to its plant on Lincoln Avenue, to cost \$20,000.

The Whiting-Graser Co., Syracuse, N. Y., has filed incorporation papers, and will operate a machine shop. I. T. Whiting, T. T. Graser and E. L. Wildman are directors. The capital stock is \$25,000.

## New England

BOSTON, NOV. 3.

October sales of machine tools in New England were larger than those for any previous month this year, and there is every indication of continued prosperity provided labor complications do not set in. Increased sales, however, have disrupted deliveries, which in some cases cannot be had until March at the earliest. Deliveries are apparently a more important factor with prospective buyers than prices, which in a few instances have been advanced. The inability of new machine manufacturers to make prompt shipment is working to the advantage of the second-hand market which is far more active and excited than for some time, with considerable talk of higher prices. The fact that the Government has sold \$5,000,000 worth of machines to Belgium and a similar amount to France also has had its influence on the second-hand market. There is more or less business being done between New York and Boston second-hand houses.

The Lanointe Machine Tool Co., Hudson, Mass., which is building a plant just outside of London, England, for the manufacture of broaching machines, is in the market for a large amount of equipment. It is understood another New England industry is to build a large plant in France and will be in the market for equipment within a few months.

The William Hall Co., Quincy, Mass., maker of tools, dies and fixtures, is to put its plant on a production basis for the manufacture of small fractional horsepower electric motors, and is in the market for considerable equipment. The new Stevens-Duryea interests, Chicopee, Mass., are reported as having offered the Government \$65,000 for that part of the \$100,000 worth of machinery stored in central Massachusetts, but that the deal is held up.

The Saco-Lowell Shops have bought forge shop equipment for the Newton Upper Falls and the Lowell plants. Scott & Williams, Wakeport, N. H., have bought a number of milline machines. A Boston newspaper has bought two additional machines, and another daily will be in the market for machine shop equipment before long. A Massachusetts stove company has just placed an order for machine tools.

The Stanley Rule & Level Co., New Britain, Conn., has let contract to R. H. Bibbard, New Britain, for a \$24,000 factory addition, 40 x 60 ft.

Walsh's Holyoke Steam Boiler Works, Holyoke, Mass., plans

to build a new mill, 81 x 140 ft., in the near future. The company is doing considerable work for the Submarine Boat Corporation, Newark, N. J.

The New Britain Machine Co., New Britain, Conn., has acquired the Government arsenal shop on Chestnut Street, built during the war for the construction of anti-aircraft guns, which it plans to utilize for the assembling of a new farm tractor. It will also erect a similar factory, 50 x 360 ft., on adjacent land.

The Crompton & Knowles Loom Works, Worcester, Mass., will build an extension to its Providence, R. I., plant, 83 x 222 ft., to be used as an addition to its foundry.

Potter & Johnston, Pawtucket, R. I., manufacturers of automatic machine tools, will build a one-story, brick addition, 112 x 273 ft., to cost about \$75,000, including equipment.

The Atna Automatic Oil Burner Co., Inc., Providence, R. I., has been incorporated with a capital of \$1,000,000 by George B. Peckham, Charles F. Scheminger and John Scheminger, Jr., 84 Dartmouth Avenue, to manufacture oil burners and other power equipment.

The East Hampton Foundry Co., maker of gray-iron castings, East Hampton, Conn., expects to double its force of molders next spring.

#### Catalogs Wanted

The Gale-Sawyer Co., tool maker, South Weymouth, Mass., is making extensions and alterations to its plant and desires catalogs and other literature from manufacturers of cutters, reamers and small tools.

## Pittsburgh

PITTSBURGH, Nov. 3.

The Pittsburgh Knife & Forge Co., which is now operating a plant on the Northside, Pittsburgh, in the manufacture of light forgings, has bought 16 acres at Coraopolis, Pa., about 15 miles from Pittsburgh on the Pittsburgh & Lake Erie Railroad, on which it will erect a plant to consist at the start of two steel frame buildings, each 100 x 700 ft. It plans to spend upwards of \$500,000 on the new plant, and is in the market for considerable machinery, including a crane, seven steam drop hammers as well as a complete line of forging machinery. When completed this plant will be used in the production of large forgings and the present plant of the company will be devoted exclusively to the making of the lighter forgings.

The Heppenstall Forge & Knife Co., Forty-sixth and Hatfield streets, Pittsburgh, has completed plans for proposed works addition, to comprise a one-story building, 40 x 60 ft., to cost about \$11,000.

The Penn Public Service Co., Johnstown, Pa., has arranged for a bond issue of \$20,000,000 for extensions and improvements. The initial operation will comprise a new power plant on property recently acquired on the Conemaugh River, near Seward, to cost about \$7,000,000, including equipment.

Spang & Co., Butler, Pa., manufacturers of oil-well equipment, are planning a new works at Cameron, W. Va., for the manufacture of well tools. It will comprise a one-story machine shop, 100 x 200 ft.; one-story forge shop, 78 x 160 ft.; and power plant, 55 x 112 ft. With machinery, the plant will cost about \$150,000. The company has recently increased its capital from \$500,000 to \$800,000.

(Markets Continued from Page C)

been approximately \$30.00 for Southern, at furnace, with premiums ranging up to \$5.00 for 1920 deliveries, but mostly \$2.00. The Ohio price before withdrawal from the market was \$33.00 Ironton for 2.25 to 2.75 per cent silicon.

A spasm of speculation struck the scrap market during the past week in which the dealers indulged freely both for the purpose of covering against contracts and also to lay down in yards. Rolling mills and foundries also attempted to make purchases to cover against difficulties seen developing from the labor situations shutting off deliveries, etc.

#### CINCINNATI

CINCINNATI, Nov. 3.—The coal strike has as yet had no effect on the iron market. In anticipation of the strike, melters have been urging forward shipments on contract and have also bought all the suitable soft iron they could find. Both in the Birmingham and Ironton districts, prompt foundry iron has been bringing a premium over market quotations. A large tonnage of both Southern and Northern foundry iron for first quarter and first half shipment was bought last week. In most contracts \$29.00 furnace was inserted, Birmingham and Ironton, for silicon 1.75 to 2.25. In Southern Ohio, this price has been withdrawn and today the only producer willing to take business for the delivery named is holding out for \$31.75 Ironton. A few small lots have been disposed of at this figure. Some Southern furnaces have also withdrawn from the market but regular customers are being taken care of by a few firms at the former price of \$29.00 to \$29.50 Birmingham basis. Rumors that one Southern furnace having favorable freight differentials has allowed its customers to absorb this difference are absolutely incorrect. Following the heavy business transacted during the past 10 days or more, the inquiry for foundry iron is much lighter, and it is known that the demand for first half iron is by no means satisfied. Malleable is a little more active, but is hard to get. Quotations range from \$31.25 to \$31.75 furnace. There is a heavy demand for foundry coke and Wise County is now quoted at \$8.00 to \$9.00 at oven. Connellsville quotations are unchanged, but strong. Producers are reluctant to take on much more future business.

#### CLEVELAND

CLEVELAND, Nov. 3.—Because of the coal strike, some pig iron producers have withdrawn quotations and others while withdrawing prices are making reservations, not being willing to make definite commitments for next year because of the present uncertainty as to fuel costs. With stocks of coal ample for immediate needs, local steel plants are resuming operations as fast as sufficient strikers return and will be able to run many weeks without additional fuel.

Operating conditions in the Cleveland district showed a further improvement during the week. The American Steel & Wire Co. has placed its Newburg steel plant in partial operation and has started up one Central blast furnace. The McKinney Steel Co. has placed three additional open-hearth furnaces in operation. The Upson Nut Co. has started three open-hearth furnaces and expects to start its mills and blast furnace this week.

There is a heavy volume of inquiry for foundry pig iron for the first half and considerable was sold before furnaces withdrew from the market. One selling interest is holding up inquiries aggregating about 50,000 tons. The market is very firm at \$30.00 Cleveland and some sales of spot iron being made at \$2.00 premium. A Southern Ohio furnace has booked good sized lots of silvery iron for first half at \$45.00, representing a \$2.00 advance. Another has advanced its price to \$54.75 for 10 per cent Bessemer ferrosilicon.

Finished steel continues in active demand. Sheet bars are very

scarce and a Cleveland mill was forced to decline an offer of \$45.00 for these because its output was taken.

Iron ore shipments from the Lake Superior district during October were 6,201,883 gross tons and for the season 43,978,414 tons, or a falling off of 13,000,000 tons from the total one year ago.

The scrap market is very firm and several grades are higher. Re-rolling rails, cast and malleable scrap are active.

#### SAN FRANCISCO

SAN FRANCISCO, Oct. 28.—With all the shipyards closed by strike and practically all the machine shops and foundries in the same condition, the iron and steel market on the Coast is naturally quiet. The local mills are still operating, but the greater part of their activities is in making bars from scrap. With the shipyards closed, one of the principal sources of scrap is out of the market and scrap is becoming very scarce. While some heavy melting scrap sold at \$23.00, another dealer refused to sell at \$25.00, and \$27.00 and \$28.00 has been paid for some export. This high price of scrap makes the market for bars very firm and they are quoted \$3.60 to \$3.75. The market is practically bare of pig iron, and an order for four cars for export went begging on the street. Honolulu is calling for bids for 1,100 tons of structural for a new custom house and 600 tons for a new pier. The local supply of pipe of nearly all varieties is showing a serious decrease, but under present conditions no new work of importance is being undertaken. Notwithstanding the local conditions and the strike situation in the East, the local jobbers did a big business during October, and have fair stocks.

CHICAGO, Nov. 3.—The coal strike introduces a new element of uncertainty in the iron and steel market, but unless it lasts longer than is generally expected, operations will not be seriously affected. In the meantime, blast furnaces and mills are steadily working back to a normal production basis. A Pacific Coast shipbuilder is inquiring for 30,000 tons of plates, shapes and bars. Western railroad corporations are negotiating for about 150,000 tons of rails but will be unable to close contracts until they are certain of the termination of Government control. Quotations thus far made continue at \$47.00 mill. Plates are now firm at 2.65c. The demand for mild steel bars continues heavy and some sales for prompt shipment have been made between 3c and 3 1/4c Pittsburgh. The leading interest, however, continues to quote 2.35c, but on account of the delay in operation due to the strike is booked throughout the entire first quarter of next year. A Canadian inquiry for 1,000 steel towers will call for 1,800 tons of material, mostly shapes. The Aetna Iron & Steel Co., a new corporation, is inquiring for 1,500 tons of fabricated material for a sheet mill at Gary. The Decatur Bridge Co. will furnish 1,700 tons for a bank at Fort Worth, Tex.

#### BIRMINGHAM

BIRMINGHAM, Nov. 3.—Estimates made Nov. 1 of the probable amount of pig iron sold by Alabama makers for 1920 delivery were that around 75,000 tons had been booked. A fair tonnage for first half is included. A large foundry interest is believed to have booked about 30,000 tons, a large portion being in the Middle West. With some exceptions the bookings were uniformly on the basis of \$29.00 with additions for silicon differentials. One large maker varies from the others in quoting 4 per cent advance for each silicon differential. On Nov. 1 a large foundry iron producer announced that it had sold at \$29.00 and had now advanced to \$29.50. The 1920 business was done largely by two producers. The leading interest is out of the market. Southern makers do not wish the 1920 price to go above \$30.00 and have made no effort to raise prices even when raising was easy. The basis for the remainder of the year is still \$28.00, but premiums are sometimes paid. Steel mills are all busy.

In oil pipe the Gulf Refining Co., Port Arthur, has placed a large order, and orders have come from Houston and other points. The basis is \$56.00 for 4-in. and \$53.00 for 6-in. and upwards.

The available supply of standard 72-hr. coke is eagerly sought and brings \$9.50 spot with \$9.00 on contracts. Coal production was greatly increased just prior to the strike and all industries had a goodly supply on hand. An early ending of the strike is looked for in Alabama.

Scrap dealers are not inclined to part with stocks of heavy steel at present quotations and are holding for higher. Cast scrap is very active. Yard men seem to be able to finance themselves and higher prices for steel scrap may be expected in the near future, as needs of steel consumers are on the increase.

#### METAL MARKETS

##### THE WEEK'S PRICES

Cents Per Pound For Early Delivery

Oct.	Copper.		Tin		Lead		Spelter	
	New York	Electrolytic	New York	St. Louis	New York	St. Louis	New York	St. Louis
29	22.00	21.50	56.00	6.75	6.50	8.00	7.60	7.60
30	21.75	21.25	56.00	6.75	6.50	7.90	7.50	7.50
31	21.75	21.25	56.00	6.75	6.50	7.80	7.40	7.40
Nov.								
1	21.75	21.25	—	6.75	6.50	7.85	7.50	7.50
3	21.75	21.25	56.00	6.75	6.50	7.90	7.50	7.50

Nov. 4 was a holiday because of elections.

#### ADD NON FERROUS MARKETS

New York, Nov. 4.—Dullness continues. Demand for copper is light and quotations have receded gradually until electrolytic is quoted at about 21.25c, New York, with Lake at about 21.75c, New York, for November delivery. Some of the longshoremen have returned to work and spot Straits tin yesterday was quoted at 56c, New York. A fair business has been done for all positions, but on the surface the market has been inactive. Quotations for future shipment from the East are around 53c, with metal on steamers that have arrived or are at dock at 53c to 53.25, New York. The lead market has been quiet but steady with quotations practically unchanged at 6.50, St. Louis, or 6.75, New York, for Nov. delivery. There are indications that the peak of the present movement has been reached. Demand for zinc eased off the latter part of the week until values receded to 7.45c, St. Louis, or 7.80c, New York, but in the last few days demand has been somewhat better and yesterday prime Western for November delivery was quoted at 7.50c, St. Louis, or 7.90c, New York. This is 20 points below the quotation a week ago. There is prospect of a heavy demand for zinc from abroad, but domestic producers, particularly galvanizers, are only buying for immediate necessities. The antimony and aluminum markets are unchanged at 8.75c, New York and 32c to 33c, New York, respectively, for wholesale lots for early delivery.

COPPER AVERAGES.—The average price of Lake copper for October, based on daily quotations in THE IRON AGE, was 22.12c, New York. The average price of electrolytic was 21.67c, New York.